

400 NORTH WASHINGTON

400 North Washington Overview

North Washington, LLC and DRI Development Services, LLC propose to redevelop 400 North Washington Street as a mixed-use project that will accomplish the City objectives presented in the City's Comprehensive Plan and Design Guidelines. The redevelopment will create an innovative and integrated approach to a mixture of commercial and retail uses. The 0.6 acre property will require a zoning change and special exceptions to allow for the proposed redevelopment.

Existing Condition

Class-C Office Building

- Built in 1972
- 15,400 sf

Photo

Proposed Development

Class-A Office Building

- 111,000 sf
- Retail opportunity
- Pedestrian-oriented Design
- Underground Valet Enhanced Parking
- Stormwater Filtration and Green Roof
- Minimum of LEED Silver Certification
- Progressive Transportation Systems oriented, including a mix of RideShare, CommonCar, ZipCar, electric car recharging and Bicycle friendly policies and facilities
- Proof of Concept of North Washington Street Small Area Plan, Planning Opportunity Area 1
- Improved Streetscape and Exterior Lighting
- Sensitive to adjoining residential community

Photo Front Elevation

400 NORTH WASHINGTON REDEVELOPMENT TEAM

Owner:

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Developer:

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APPLICATION FOR ZONING MAP AMENDMENT

SUBJECT PROPERTY:

Address: 400 North Washington Street
Falls Church, Virginia 22046

Real Property Code: 53-102-008

Area: 28,415 square feet

APPLICANT:

Owner: North Washington, LLC

ZONING:

Current: T-1 (Transitional District)

Proposed: B-1 (Limited Business District Uses)

ZONING REQUEST:

The applicant wishes to redevelop the subject property as a mixed-use project that will accomplish the objectives set forth in the City's Comprehensive Plan. In order to redevelop the property, the applicant requests that the official zoning district map be amended according to Section 48-87 of the City's Zoning Ordinance. The applicant requests that the subject property be rezoned from T-1 (Transitional District) to B-1 (Limited Business District Uses) with the understanding that a new mixed-use development is constructed in accordance with the conceptual development plan included with this application. In addition to rezoning, the redevelopment project will require that the property is granted special exception to allow for a height bonus as contemplated in Section 48-90 and further detailed for the B-1 District in Section 48-455,2 of the City's Zoning Ordinance.

STATEMENT OF JUSTIFICATION FOR ZONING MAP AMENDMENT:

The conceptual development plan for 400 North Washington has been specifically tailored to achieve the objectives of the City of Falls Church. The long-term vision for the City is presented in two major policy documents, the City's Design Guidelines and Comprehensive Plan. The plan for 400 North Washington exemplifies four guiding principles of the City's Design Guidelines:

1. Create Pedestrian Connections
2. Transition from Commercial to Residential Areas
3. Allow for Larger Scale Development
4. Improve Façade on [or as compared to] Existing Buildings

The Comprehensive Plan specifically selects the subject property for mixed-use redevelopment as shown in the City's Official Zoning District Map and Future Land Use Map, Figures 4-7 and 4-9 of the Plan.

A great deal of thought and conceptual study has been given to the opportunities and challenges presented by the site characteristics, neighborhood context, and community priorities. The resulting conceptual development plan provides connectivity and transition to the surrounding neighborhood by opening the site to pedestrian flow, and reducing the mass of the project. The accessibility of the project is enhanced by placing the parking in an underground garage.

ZONING INFORMATION

(Per Section 48-87 of City's Zoning Ordinance)

The existing topography of the subject property is shown in the certified plat prepared by Walter L. Phillips. This certified plat also includes the information required by "Application Requirements" in Section 48-87 of the City's Zoning Ordinance.

- Metes and bounds of all property lines and of each zoning district.
- Total area of property presented in acres.
- Scale and north arrow.
- Location of all existing buildings and structures.
- Name and route numbers of all boundary roads and streets, and width of existing rights-of-way.
- Name and certificate number of person preparing the plat.
- An accurate survey of existing features on and around the site.

In addition to the information provided in the certified plat, the following information is set out below to assist the City:

SCHEMATIC LAND USE PLAN: *A schematic land use plan, at an appropriate scale, showing the proposed traffic circulation plan including major streets and major pedestrian, bike and/or bridle paths; all proposed major open space areas; and a schedule showing the number of parking spaces provided and the number required.*

Schematic land use plans showing traffic circulation, pedestrian paths, open spaces, and parking are provided within the proposed development drawings.

SCENIC ASSETS & NATURAL FEATURES: *The scenic assets or natural features deserving of protection and preservation, and a statement of how such will be accomplished.*

Currently, the subject property is entirely occupied by an outdated office building. The site consists of one office building surrounded by a surface parking lot. No natural features deserving protection are deemed to be present on the site.

Per the requirements set forth in Section 48-824 et seq. of the Zoning Ordinance, the site plan for the redevelopment will be subject to review by the Chesapeake Bay Interdisciplinary Review Team (CBRIT). Through this additional review process, the redevelopment will be required to reduce the existing pollutant load on the stream from the site.

Storm Management: Currently the site is almost completely occupied by the impervious surfaces of the building and parking lot. As the stormwater travels across the pavement, it can become contaminated with sediment and petroleum. This untreated stormwater is currently collected in drains and discharged directly into Four Mile Run. The redevelopment will reduce the amount of stormwater by including green roofs on the office building. The green roof is pervious and can provide stormwater filtration and quantity reduction. In addition, all collected stormwater for the new project will be filtered in below-grade vaults before it is discharged. The introduction of stormwater filtration should greatly reduce the site's pollutant load on the stream from its current levels.

Church Steeples: Scenic Assets

Describing the desired future character of North Washington Street, The Comprehensive Plan states, "*The primary features in this area are two church steeples. The view of the steeples should not be obstructed, but rather building mass and open space should be used whenever possible to accentuate these features (Ch. 3, p. 21).*"

The proposed development will not materially obstruct the view of the two steeples from North Washington Street in any way. The orientation and descending topographic elevation of the site minimize the height of the project.

RELATIONSHIP TO COMPREHENSIVE PLAN: *A statement explaining the relationship of the development to the adopted master plan.*

The Comprehensive Plan is defined as "*the City's official policy guide for shaping the future of Falls Church (Ch. 1, p. 1).*" The Comprehensive Plan, which was most recently revised in October 24, 2005, specifically identifies the subject property and the North Washington Street corridor for mixed-use redevelopment.

Rezoning for Mixed-Use Redevelopment

The City has identified the subject property as one of four areas for mixed-use redevelopment as presented in the Official Zoning District Map, Figure 4-7 of the Comprehensive Plan. The City

has designated the site as part of the Mixed-Use Redevelopment (MUR) zoning overlay district, which is “*designed to encourage an innovative and integrated approach to a mixture of residential, retail, and office commercial uses (Ch. 4, p. 38).*”

In addition, the Plan expects that “*some of these sites will require zoning changes to redevelop in accordance with this Plan’s Future Land Use Map (Ch. 4, p. 52).*” Such a rezoning for mixed-use redevelopment is requested with this application.

Vision for North Washington Street Corridor

The City presents its vision for North Washington Street in Future Character of North Washington Street (Ch. 3, p. 21) and Planning/Economic Development Opportunity Areas in Falls Church: North Washington Street (Ch. 4, p. 70 Rv) of the Comprehensive Plan. This vision is summarized below:

1. **Pedestrian Orientation:** The Plan requests that the corridor change from the existing auto-oriented suburban condition to a more pedestrian friendly urban corridor that will link the East Falls Church Metro Station with the City Center. The pedestrian experience is central to the design of the proposed development as demonstrated below:
 - a. **Streetscape:** The new project will include streetscape improvements along North Washington Street that encourage pedestrian use. The streetscape will include brick sidewalks, lighting, and landscaping in keeping with the City’s North Washington Street streetscape design guidelines adopted in January 2010.
 - b. **Building Position:** As directed by the Plan, the development’s buildings are located close to the sidewalk, and large retail and commercial windows are included on the first floor.
 - c. **Underground Parking:** The current property is dominated by an auto-oriented surface parking lot. The new project will place the automobile parking in a below-grade garage, thus freeing the site for pedestrian movement at the natural ground surface level.
 - d. **Different Building Materials:** The Plan recommends that different building surface treatments be used to create the perception of smaller distinct buildings. 400 North Washington attempts to reduce the perceived size of one large building by articulating the building’s façade and stepping back the 2 upper floors.
2. **Design Guidelines:** The Plan states that development on North Washington Street should adhere to specific elements from the City’s Design Guidelines. The relevant items are discussed below:
 - a. **“Consolidate lots to allow larger scale and mixed use developments”:** All contiguous land is either separated from the site by public roads or is outside of the mixed-use redevelopment overlay district.

b. “Encourage pedestrian-oriented development and hospitality uses to take advantage of proximity to the East Falls Church Metro”: Pedestrian orientation is a core element of the project’s design, as is previously discussed.

c. “Develop and create an urban park to promote a positive image of the City as part of its gateway”: The limited size of the 0.6 acre parcel does not allow for an urban park on the site; however, the development will include a 20 foot wide rear landscaped buffer.

d. “Protect and consider adjacent residential uses during redevelopment efforts, including the impacts of buildings and potential traffic generation”:

The maximum office building height has been limited to 78 feet with the top 2 floors set back in the rear facing the single family home.

The traffic impact of the project will be mitigated by the fact that the site is a half mile to Metro. Since the incentive to use Metro will be significant at this location, the additional density will generate the least amount of automotive traffic on a unit basis as compared to other mixed-use redevelopments in the City.

With curb cuts on North Washington Street and with easy access to I-66, the traffic impact on adjacent neighborhoods will be minimized. The traffic study that accompanies this application demonstrates that the traffic created by the project will not exceed the capacity of North Washington Street.

e. “Create unique and innovative combinations of pedestrian access and public plazas or squares and a balance between the built and natural environment”:

The project has pedestrian access similar to the other mixed-use redevelopments that have been approved or constructed on the North Washington Street Corridor.

f. “Consider minimum and maximum building heights determined through an examination of the topography in this area with the aim of preserving the vista of the two existing church steeples”:

The topography of the property drops approximately 10 feet along its North Washington Street frontage. In addition, the site is oriented so as not to materially obstruct any view of the steeples from North Washington Street.

g. “Develop streetscape treatments similar to those in the West Broad Street Streetscape Plan”:

The project will provide enhanced streetscape along North Washington Street in accordance with the newly adopted guidelines for North Washington Street. The minimum sidewalk dimension from the curb to the building façade on North Washington Street are similar. The adjacent North Gate project with minimum sidewalk dimensions of 14.5 feet.

h. “Encourage parking to be concentrated to the rear of or underground redevelopment uses, or in structured facilities”:

The project will provide its parking in the most encouraged location, underground garages.

i. “Enhance pedestrian linkages to Downtown/City Center area and the East Falls Church Metro Station”:

Enhanced streetscape and large retail and commercial windows will encourage pedestrians to use North Washington Street as a link between the Metro and City Center. The project will complement the other projects on the corridor.

j. “Achieve consistent structural goals”:

The architecture of the project will be first rate. The Class-A office will hopefully attract an entirely new category of office tenant. The buildings will be a handsome combination of traditional brick, pre-cast and glass materials with a contemporary design that is complementary of other nearby projects.

PROTECTION OF ADJACENT PROPERTIES: *Protection of adjacent and neighboring properties from any adverse effects generated by the proposed development; to include vehicular access and site circulation plans; proposed measures of perimeter landscape screening; a minimum ten-foot wide buffer area generally located between the screening and the proposed use or building in the development; dimensions and treatment of all peripheral yards that will be provided for the site, and other necessary mitigating measures. The buffer shall contain screening elements at least six (6) feet in height consisting of either a masonry wall, a combined earthen berm and dense landscaping, a solid wood fence, or a combination of any of these screening elements.*

The proposed development drawings present the building height transition from the North Washington Street to the adjacent residential neighborhood, the vehicular circulation, and landscaped buffer areas. A consistent buffer area of at least 20 feet will be provided between the project and the adjacent residential properties.

BUILDING HEIGHT: *The maximum height of all proposed buildings in the development, and the general location of all those buildings where the height is proposed to exceed forty (40) feet.*

The maximum height and the general locations of the proposed building can be found on the proposed development drawings. The actual building height may vary based on full civil engineering design. The residential buildings will have a maximum height of 6 stories (or 78 feet) and will require a special exception for height bonus.

GROSS FLOOR AREA: *The maximum gross floor area and floor area ratio proposed for all uses other than residential.*

The estimated maximum gross floor area for the project is 111,115 gross square feet, which equates to a total FAR of about 3.9. Commercial uses will comprise 100%, a ratio in excess of previously approved mixed-use special exceptions.

APPLICABLE ORDINANCES: *The proposed development conforms to the provisions of all applicable ordinances, regulations, and adopted standards. Any waiver, exception, or variance sought by the applicant from such ordinances, regulations and standards shall be specifically noted on the development plan.*

The applicant is requesting special exceptions for building height in conjunction with the conditional zoning. Upon receipt of special exceptions the proposed development will conform to the provisions of all applicable ordinances, regulations, and adopted standards. A waiver of the parking standards and North Washington Streets Scape Standards are the only waivers requested.

ON-SITE AMENITIES: *Special amenities that are proposed within the development.*

The special amenities that are proposed within the development have been discussed in more detail in other section but are summarized below”

- Underground parking garage that allows emergency radio transmission
- Enhanced streetscape on North Washington Street
- Class-A office building with the potential for first floor retail
- Secure bike rack and shower facility
- Environmental LEED design
- Progressive Transportation Systems (PTS), including a mix of RideShare, CommonCar, ZipCar, electric car recharging

PUBLIC IMPROVEMENTS: *Public improvements, both on-and off-site, that are proposed for dedication and/or construction, and estimate of the timing of providing such improvements.*

The following public improvements are proposed for dedication and/or construction:

- Construction of enhanced streetscape on North Washington Street

The timing of such improvements will occur prior to the completion of the project’s construction.

CONCLUSION:

The proposed North Washington Project will redevelop the subject property to realize the mixed-use project that the City’s Comprehensive Plan and Design Guidelines specifically request. Therefore, the rezoning of the subject property from T-1 to B-1 should be authorized. The conceptual aspects of the plan of development discussed above are expressly set out in the accompanying application for special exception bonus height, which is requested to be authorized upon the rezoning of the property from T-1 to B-1. The special exception will assure

completion of the conceptual development plan in the development conditions agreed to in order to obtain approval of the special exceptions.

Date: _____, 2012

Applicant: North Washington, LLC

James S. Wheeler
Manager

HEIGHT BONUS

(Per Sections 48-90 and 48-455,2)

A height bonus is necessary for the redevelopment of the property. The increased height makes the redevelopment viable and causes the project to achieve the City's design, use, and fiscal objectives. The bonus height is compatible with the planned developments on North Washington Street and is tapered to be compatible with the adjacent residential uses behind the property.

The applicant is requesting a height bonus of approximately 23 feet for the office building, the allowable height bonus is 30 feet, for a maximum allowable building height of 85 feet. The office building will be six stories tall and have the generous ceiling heights needed to attract Class-A office and retail tenants. The height bonus is necessary for economic viability, project design, and intended use. The building height is stepped down in the rear of the site to be compatible with the adjacent residential uses.

Viability

Though the outdated office buildings at the property does not reflect the future vision for the North Washington Street corridor, the property does generate significant income. The City assessment separates the property value into two categories, land and buildings. Since 2005, the City has assessed the building at between \$3,535,000 and \$2,377,200. For the development of the new 400 North Washington, the building will need to be demolished, and the new project will require a below-grade parking garage. The added expense associated with the existing building value and new garage cost requires that the redevelopment include a height bonus. Without the height bonus, the applicant is better served to operate the existing property as-is than to redevelop.

Use

The preferred commercial use for the property is Class-A office. The height bonus will be applied exclusively to the proposed office building. This commercial building will benefit from the development's maximum height and primary street frontage. In addition, depending on leasing activity, the first floor of the office building may also include retail, such as a restaurant or café.

Fiscal

The height bonus creates the density necessary to provide substantial positive net new commercial venue to the City. The commercial tax revenue is projected to increase by 330 percent, and the City has estimated the project will increase the net fiscal revenue of the property by \$_____ and \$_____ per year.

City Objectives

The City objectives for height bonus special exceptions are presented in the City's Zoning Ordinance Sections 48-90 and 48-455. Please see the discussion presented above that individually addresses the primary and secondary criteria for special exceptions defined in Section 38-90. In regards to the criteria presented in Section 48-455 the requested height bonus will:

- 1) Directly contribute to significant new commercial square footage.

- 2) Produce substantial positive net new commercial revenue.
- 3) Be applied to Class-A office space, the City's preferred use.
- 4) Be located on the primary street frontage of North Washington Street.
- 5) Be located furthest from the existing residential uses with the project heights tapering to be compatible with the abutting "R" districts.

400 North Washington will accommodate retail uses up to 8236 gross square feet. The intended retail use for the first floor will be neighborhood-serving such as a restaurant or café that will be an amenity to the project as well as the neighborhood. The actual tenancy will depend on leasing activity. For example, it is possible that a single office tenant may require use of the entire building space.

SPECIAL EXCEPTIONS CRITERIA FOR HEIGHT BONUS (Per Sections 48-90 and 48-455,2 of City's Zoning Ordinance)

According to the City's Zoning Ordinance, special exceptions applications will be evaluated using primary criteria that are essential to the character and well-being of the City and secondary criteria that are discretionary in nature. The new 400 North Washington project meets the primary and secondary criteria, as established below:

Primary Criterion # 1:

"The resulting development conforms with the city's adopted comprehensive plan and design guidelines."

The proposed project realizes the City's visions for Falls Church as documented in the Comprehensive Plan and Design Guidelines. A full discussion of the relationship of the development with these two policy documents is presented in the Statement of Justification for Zoning Map Amendment. The relationship is summarized herein.

- Project is an integrated and innovative mixture of retail and office commercial uses called for in the mixed-use redevelopment (MUR) overlay district.
- 400 North Washington property is improved by new Class-A office building with gateway feature projecting a positive image of Falls Church.
- The vista of the two church steeples is not materially obstructed.
- Pedestrian-friendly elements are provided throughout the project with at-grade sidewalks.
- Streetscape will be improved with brick sidewalk per North Washington Street guidelines.
- Buildings are positioned near sidewalk to create a more active pedestrian corridor.
- Project parking is moved into an underground garage.
- The project complements the adjacent new developments in the corridor.
- The building heights step down to transition from the residential neighborhood.

- The traffic impact of the project is minimized by the site's proximity to Metro, I-66, Metro buses, and the W&OD Trail.
- Cut-through traffic is minimized by keeping the curb cuts and North Washington Street.
- The project will have a positive impact on Four Mile Run through the increase of pervious ground surfaces and the introduction of stormwater filtration.
- The project's architecture will be a dramatic improvement from the existing building.

Primary Criterion #2:

"The resulting development provides significant net new commercial square footage and allows for a mix of commercial uses."

Increased Gross Area

The proposed development will provide significant net new commercial square footage. Currently, the existing office building that occupies the property accounts for 15,400 gross square feet, according to City records. The new project is proposed to increase the commercial square footage to 111,115 gross square feet.

Increased Commercial Tax Base

The criterion for additional commercial space is an upshot of the City's desire to increase revenue from commercial property tax. Since property tax revenues are calculated as a percentage of assessed value, commercial property value is what the City more precisely wishes to maximize, as opposed to commercial area.

The existing office building was built in 1972 and is Class-C, the lowest tier of office product. Current effective rent for the property is about \$17.50 per square foot. The existing property is representative of quality of office space available in Falls Church.

The proposed office building will be a Class-A building that will set the standard for the City. The new office building and associated parking garage is estimated to cost approximately \$400 per gross square foot to construct and will rent for rates in estimate of \$35-\$40/s.f.

Primary Criterion # 3:

"The resulting development produces substantial positive net new commercial and residential revenue to the City"

The redeveloped 400 North Washington will provide substantial positive net new commercial revenue to the City. In conjunction with this application, information will be submitted to the City of Falls Church to be input into the City's cost/revenue impact model to predict the project's net new revenue.

Considering the information provided above, the redeveloped 400 North Washington will meet all primary criteria.

Secondary Criterion # 1:

“The resulting development is not disproportionate to surrounding land uses and planned uses in size, bulk or scale”

The City has called for the site to be redeveloped as a mixed-use project, as indicated by its inclusion in the Mixed-Use Redevelopment overlay district in the Future Land Use Map. The City’s Comprehensive Plan calls for the existing property to be redeveloped to take advantage of its proximity to Metro and 1-66.

The proposed project will be an infill site along the redeveloped North Washington Street corridor adjacent to the approved North Gate in the City. To avoid creating a single monolithic building, the building steps back on the upper 2 floors to better relate to the scale of the adjacent residential uses.

Secondary Criterion # 2:

“The resulting development does not overburden the existing community facilities, including the school, transportation, waste and sewer systems”

The resulting development will not overburden the existing community facilities.

Schools

The project will have zero impact on schools.

Transportation

The project’s location and design will minimize the impact of the new development on the City’s roads.

Multimodal Transportation: The property is near to Metro. In addition, Metro buses stops are adjacent to the site and provide direct service to Tysons Corner, Rosslyn, Ballston, Annandale, and Fair Oaks. The 45-mile long W&OD Trail is within walking distance of the site. The project will include secure bike racks with shower facilities.

Reduced Impact on City Streets: The curb cuts for the project, on North Washington Street, will discourage vehicular traffic from taking short cuts through the surrounding neighborhood streets.

Traffic Impact Study: A traffic impact study for the development is in process by Gorove/Slade under the guidance of City staff and VDOT. The preliminary conclusions of the study will be available soon.

Water & Sewer

The project site is currently served by an 8-inch water line and 15-inch sanitary sewer line provided by the City. The project is believed to be within the capacity of the existing water and sewer facilities; however, the applicant will construct any improvements necessary to accommodate the project.

Secondary Criterion # 3:

“The resulting development provides community benefits, such as affordable housing, as it is described in article VII of this chapter”

The development provides numerous community benefits that are discussed more completely in other sections of this application and in the separate voluntary concessions document including:

- Improved architecture with below-grade parking
- Enhanced pedestrian-friendly streetscape
- Environmental improvements

Secondary Criterion #4:

“The resulting development contributes to a vibrant pedestrian-oriented environment, both onsite and in relation to adjoining properties, with street level activity throughout the day and evening”

The development will contribute to the vibrant pedestrian-oriented environment planned for the North Washington Street corridor. The current site is distinctly automobile-oriented with the majority of the property occupied by a surface parking lot. The new project will move the parking underground and place buildings along the North Washington Street sidewalk to enhance the sense of street and commercial frontage. The new project will connect streetscape to North Gate. The streetscape will be improved with brick sidewalks and landscaping.

Secondary Criterion #5:

“The resulting development offers creative use of landscaping, open space and/or public parks, public plazas and walkways connecting to adjoining properties”

The development has been designed to create an integrated network of landscaping and open spaces.

North Washington Street

With the redevelopment of 400 North Washington, the pedestrian corridor on North Washington Street will be connected from Fairfax Drive to Columbia Street. The basic concrete sidewalk will be improved with brick sidewalk and landscaped planters. The buildings will provide commercial facades to define the streetscape and enhance the pedestrian experience. The 14 foot wide sidewalk will be similar to the adjacent 14.5 foot wide North Gate sidewalk.

Secondary Criterion #6:

“The resulting development adds to the variety of commercial services and products available to meet the needs of the City residents for entertainment, art, recreation, dining, retail, and an array of consumable goods”

400 North Washington will provide 111,115 square feet of Class-A commercial space. The project will be a significant step forward for the City in its efforts to attract Class-A office and retail tenants. The development will include a 102,879 square foot office building with the potential for 8236 square feet of retail space.

Since the project is still in its conceptual stage, no marketing or leasing activity has been conducted for the commercial space at this time. Therefore, the specific services or goods that the commercial space will provide cannot yet be identified. A preferred use for a portion of the ground floor commercial/retail space is neighborhood-serving retail such as a restaurant or café. However, given the unclear leasing demand for the space, the applicant expects that the conditions of the special exceptions will allow the flexibility to rent the ground floor commercial and retail space to retail, commercial services, or office users.

Secondary Criterion #7:

“The resulting development encourages local and independent businesses”

Proof of Concept: Viability of medium density Class A office in accordance with North Washington Street Area Plan, Planning Opportunity Area 1.

The first floor retail and/or commercial services space along North Washington Street will be marketed to local and independent businesses. In addition to creating opportunities for local and independent businesses, the Class-A office building is designed to attract larger high-quality regional and national business tenants. The City, through its Economic Development Authority and Comprehensive Plan, expressly encourages commercial redevelopment that can attract both local and national businesses.

Secondary Criterion #8:

“The resulting development provides a reduction of single-use parking requirements through the use of shared parking”

The project will provide 234 parking spaces, mostly located in a below-grade garage. Some visitor spaces will be provided on the street level in the rear of the building. As indicated in our separate request for reduced parking, the project will make use of the maximum shared parking reduction for the proposed mix of uses as well as the use of an attended garage. Progressive transportation systems oriented, including, RideShare, CommonCar, ZipCar, electric car recharging and bicycle friendly policy and facilities mitigate need for excess structured parking, even though valet parked underground spaces will be available through a Commercial parking operator.

Secondary Criterion #9:

“The resulting development encourages multi-modal transportation through design and other techniques to reduce the reliance on single occupancy vehicles and utilizes the sheltered stops for mass transit whenever possible”

As discussed in the Secondary Criterion #2 section, the property is near to Metro. In addition, Metro bus stops that provide direct service to Tysons Corner, Rosslyn, Ballston, Annandale, and Fair Oaks are located adjacent to the 45 mile long W&OD trail and are within walking distance of the site. Progressive transportation systems oriented, including, RideShare, CommonCar, ZipCar, electric car recharging and bicycle friendly policy and facilities mitigate need for excess structured parking, even though valet parked underground spaces will be available. The project will include secure bike racks and a shower facility.

Secondary Criterion #10:

“The resulting development utilizes LEED criteria in the design of the project”

The proposed redevelopment will be sensitive to the environment. The project will adhere to green design principles and incorporate many elements of the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED®) criteria. As the project is further designed, additional criteria will be targeted that relate to the buildings’ engineering. At the conceptual design stage, the project is designed to meet at a minimum Silver LEED Certification including fulfilling the following LEED criteria:

1. Soil Erosion Plan: The project will adhere to an erosion and sediment control plan during construction.
2. Site Selection: The project site does not contain natural features deserving on protection.
3. Public Transportation Access: The project is within ½ mile of commuter rail and ¼ of multiple bus lines.
4. Bicycle Storage: The project will provide secure bicycle storage.
5. Parking Capacity: The project has reduced parking according to the City’s shared parking and alternative modes of transportation policies.
6. Stormwater Management: The project will provide stormwater management, including filtration, where previously there was none.
7. Heat Island Effect: The project will include green and solar reflective roofs.
8. Construction Debris Recycling: The project will employ a recycling program to recover reusable construction debris.
9. Progressive Transportation Systems Oriented: Including a mix of RideShare, CommonCar, ZipCar, electric car recharging and bicycle friendly policies and facilities.

As established by this discussion, the project meets the City’s discretionary secondary criteria for the requested special exception.

CONCLUSION:

450 North Washington is a redevelopment that fully reflects the City’s vision of North Washington Street and Falls Church. The project meets or exceeds the primary and secondary criteria used to evaluate the merits of the special exception. Therefore, the requested special exception for height bonus at the City’s gateway should be granted.

Date: _____, 2012
Applicant: North Washington, LLC

James Wheeler
Manager